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FROM THE CANOE TO THE RAILWAY

Early days and early ways of Travel in Quebec • Illustrated

FROM THE CANOE TO THE RAILWAY

Early days and early ways of Travel in Quebec,

ILLUSTRATED

THIS BOOKLET *is given away — free of charge — with the compliments of Molson's Brewery, to all those interested in the different forms of transportation in the early days of our country.*

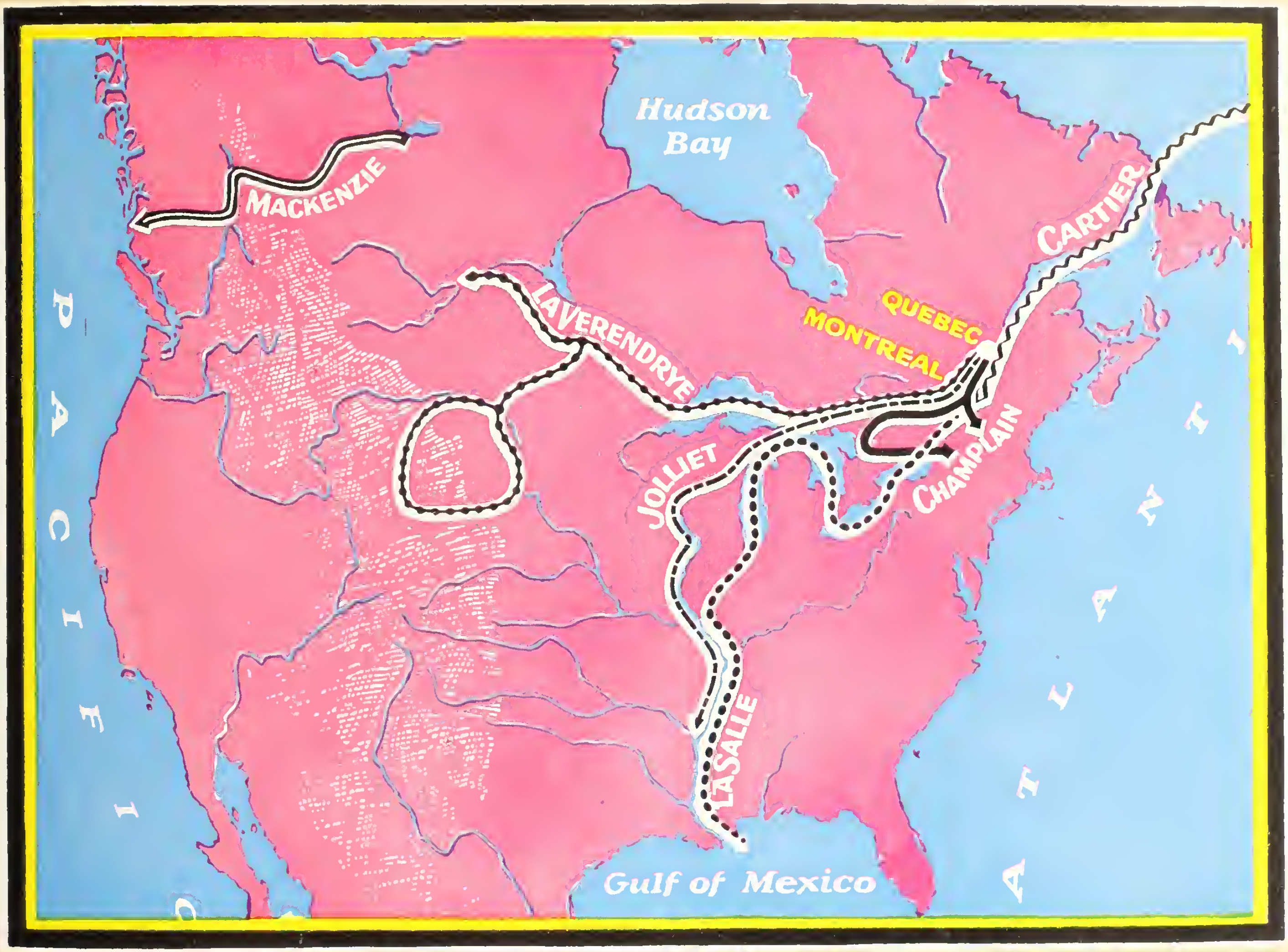
PRINTED *in* CANADA *on*
CANADIAN MADE PAPER

DISCOVERIES

The foundation of Quebec on the 3rd of July, 1608, marks the beginning of the Canadian nation. From that time exploration and civilization moved forward from East to West. Champlain discovered the lake which bears his name, also Lakes Ontario and Huron, and in 1634 Nicolet reached Lake Michigan.

In 1673, the Canadian-born explorer, Louis Jolliet of Quebec, was the first white man to sight the great Meschacébé or Mississippi; nine years later La Salle, setting forth from his seigniory at Lachine, paddled down the Mississippi to its mouth in the Gulf of Mexico, meeting strange and numerous Indian tribes. But the far West still remained mysterious with its unlimited stretches of land.

La Vérendrye and his sons began exploration in the West, starting from Lake Winnipeg and continuing from 1731 to 1743 until they came within sight of the Rocky Mountains. But it was not till 1793 that the first overland journey to the Pacific was accomplished. Accompanied by French Canadian *voyageurs*, Alexander Mackenzie, a British merchant with headquarters at Montreal, reached the Western shores after many difficulties. Thus the Western plains and British Columbia were opened to Canada through the efforts of men from the province of Quebec.



The Ale your Great Grandfather drank

THE BIRCH BARK CANOE

The only means of summer transportation in Canada at the time of its discovery was the Indian canoe. It was a wonderful invention, perfectly adapted to existing conditions in a country of continuous forest and frequent rapids. It could be built anywhere, as the materials of construction were always at hand. Not only did it permit the Indian to move rapidly and silently on the water, but it was so light that it could easily be carried by one man at the rapids or obstacles in a river.

When Cartier reached Stadacona, or Quebec, in 1535, his ship was surrounded by a squadron of Indian canoes under the great warrior Chief Donnacona. Champlain, however, was probably the first European to use the canoe extensively in his exploration up the St. Lawrence and the Ottawa in 1613, passing while on this journey the site of the future capital of Canada. The great Frontenac and the first bishop, Laval, also used the bark canoe in their trips up and down the St. Lawrence.

From then on the bark canoe was the chief vehicle of travel and trade, being used by explorers, soldiers, missionaries and traders. Under the French Régime, Three Rivers was the principal centre of canoe building. Some of the canoes measured thirty-three feet in length and some five feet wide. They could carry a load of 6,000 pounds.

The Ale your Great Grandfather drank

TOBOGGANS AND DOG TEAMS

At the time of the discovery of Canada, the only means of transportation in winter used by the Indians was a very primitive kind of sleigh. A small tree with long branches was cut, and the branches drawn together and bound, the load to be dragged being then packed on the branches. Later on they used the *traîne*, or toboggan, consisting of a thin board fifteen or twenty inches wide and ten feet long, turned up in a semi-circular form at the forward end. The French adopted the *traîne* from the Indians, employing it as early as 1675 to carry bricks from Sillery to Quebec. The soldiers while on their winter campaigns used the *traînes* to bear their arms and baggage. Dogs were also used to draw them.

During the famous march of De Courcelles in 1668, all the provisions of the army from Quebec to Albany were conveyed in this fashion, namely in light sleighs "drawn by Mastive doggs."

It may be mentioned that dogs were used as scouts to discover the presence of Indians in 1647 at Montreal, the dog Pilot, belonging to Major Lambert Closse, proving to be extremely useful. They were, too, sometimes employed as guards. The convent of the Ursulines at Quebec was protected by twelve, during the Iroquois incursions.

Later on large dogs were regularly used as beasts of burden, being yoked by a regular set of harness to a sleigh on which they could draw wood, water, etc., and even to this day we occasionally meet the dog teams in the vicinity of Quebec.

The Ale your Great Grandfather drank

WINTER TRAVELLING - - THE CARRIOLE

In the early days of New France, before roads were complete, people made use of the snowshoe for winter travelling, following the custom of the Indians. Snowshoes were described by Champlain as early as 1608.

People soon became expert in travelling by this method. Missionaries, soldiers, officers, employed this practical method invented long before by the Indians. It is sometimes claimed that the snowshoe was brought over from Asia with the first migrations to America.

When horses began to multiply in the country sleighs made their appearance. They were of various descriptions, the earliest forms being made of rough boards. In course of time a more elaborate and better looking sleigh was produced and called the "carriole." These were confined mostly to the wealthy and official classes. Some had graceful lines and many were ornamented with different colours; when rich fur robes for warmth were used they made a fine appearance.

There were strict regulations regarding the roads in winter. Each farmer was required to keep his road in good order, and in season to plant small pine trees twenty-four feet apart to mark the road. A fine of ten francs was imposed for the non-observance of this rule.

The Ale your Great Grandfather drank

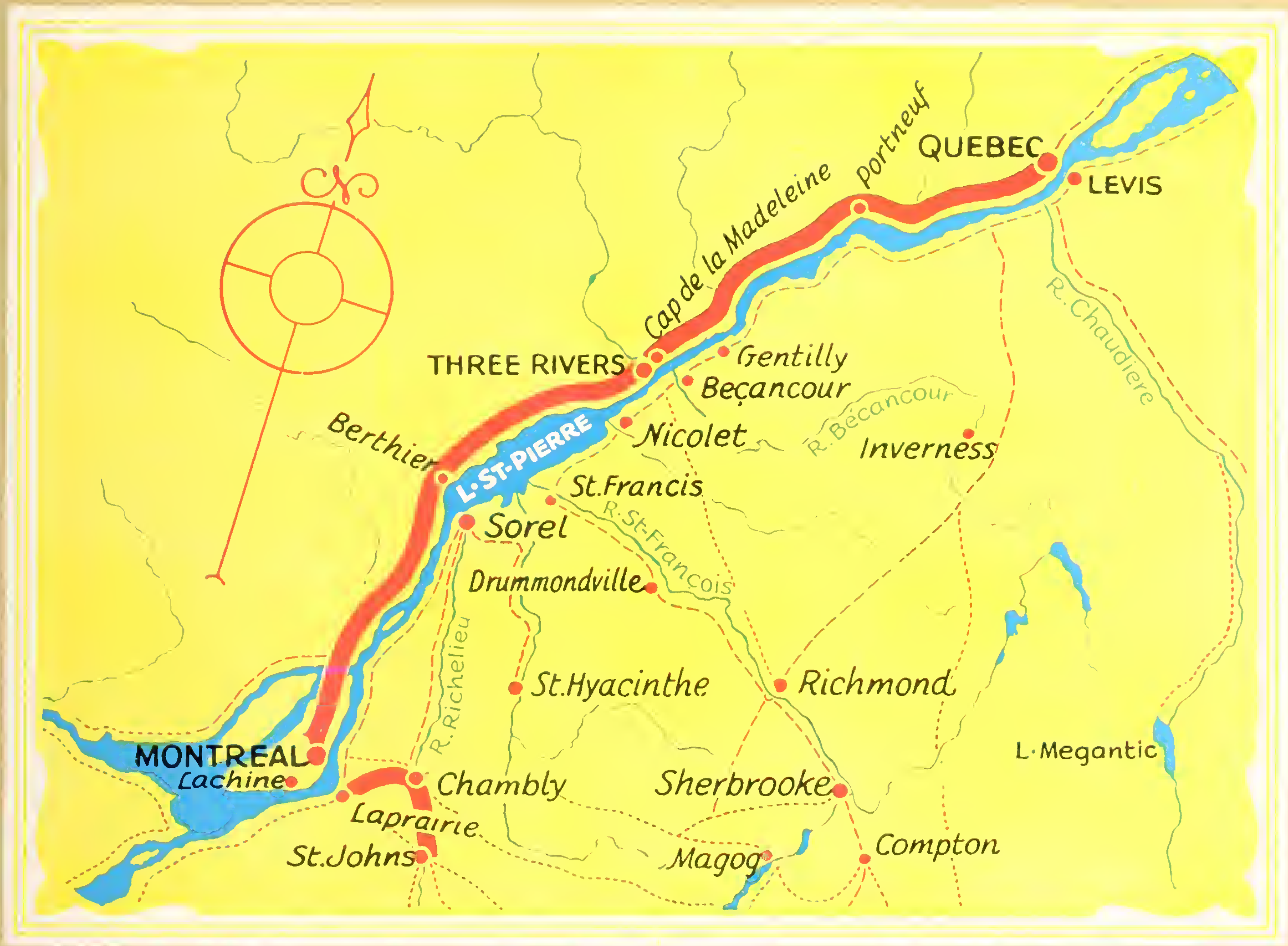
ROADS

In the beginning of the French Régime, the whole country was little more than a continuous forest with few open spaces. The emigrant, therefore, settled on land facing the river, which became the great highway, and all communication was by water, but as the settlers increased, the necessity for inland roads was soon felt, and as early as 1667, an inspector of roads, called the Grand Voyer, was appointed.

The Royal Road or highway was 24 feet wide with a ditch on either side 3 feet wide and 3 feet deep.

The progress of road making was naturally slow in a new country, for often they had to be cut through the forests, and so wherever possible the inhabitants made use of the water route. The Intendants Dupuy and Hocquart initiated a vigorous campaign of road making, and in 1733 the King's Highway between Quebec and Montreal was completed. This distance could be covered in four days with the same horse. In 1739, the road from Laprairie to Chambly was opened but the road from Chambly to St. Johns was not finished until 1747.

It is interesting to note that strict regulations were in force against trotting or galloping one's horse on Sunday, within a certain distance of the church, and vehicles were obliged to give way when meeting people on foot. There was a fine of ten francs for any violation of the speed law.



The Ale your Great Grandfather drank

LUMBER AND RAFTS

To the early settlers of New France, trees were regarded as a nuisance for they had to be cut down in order to clear the land for cultivation. But very soon the value of timber as an article of exportation was realized, and as early as 1662, Pierre Boucher recommended the cutting of trees for masts, planks, spars and ship building. Between 1662 and 1770, the lumber trade was carried on and large shipments of masts were sent to France from Baye St. Paul in 1724. The custom was established to cut the trees, drag the logs to the water and assemble them in small or large rafts to be floated down the rivers to Quebec, where they were loaded on board the ships to be exported to France or to the French West Indies. Oaks and pines were preferred to other trees. Some were shipped for masts, measuring 58 to 84 feet.

Rafts were of different sizes, small ones of about 15 to 20 feet wide and large ones of 40 and 50 feet wide and sometimes more. They might consist of one single row of logs, but the bigger ones had a double row which gave them greater solidity. The larger rafts often carried one or two wooden houses in the centre for cooking and sleeping quarters for the crew numbering sometimes over 20 men. Occasionally they would use a sail but most of the time they were steered by means of side oars.

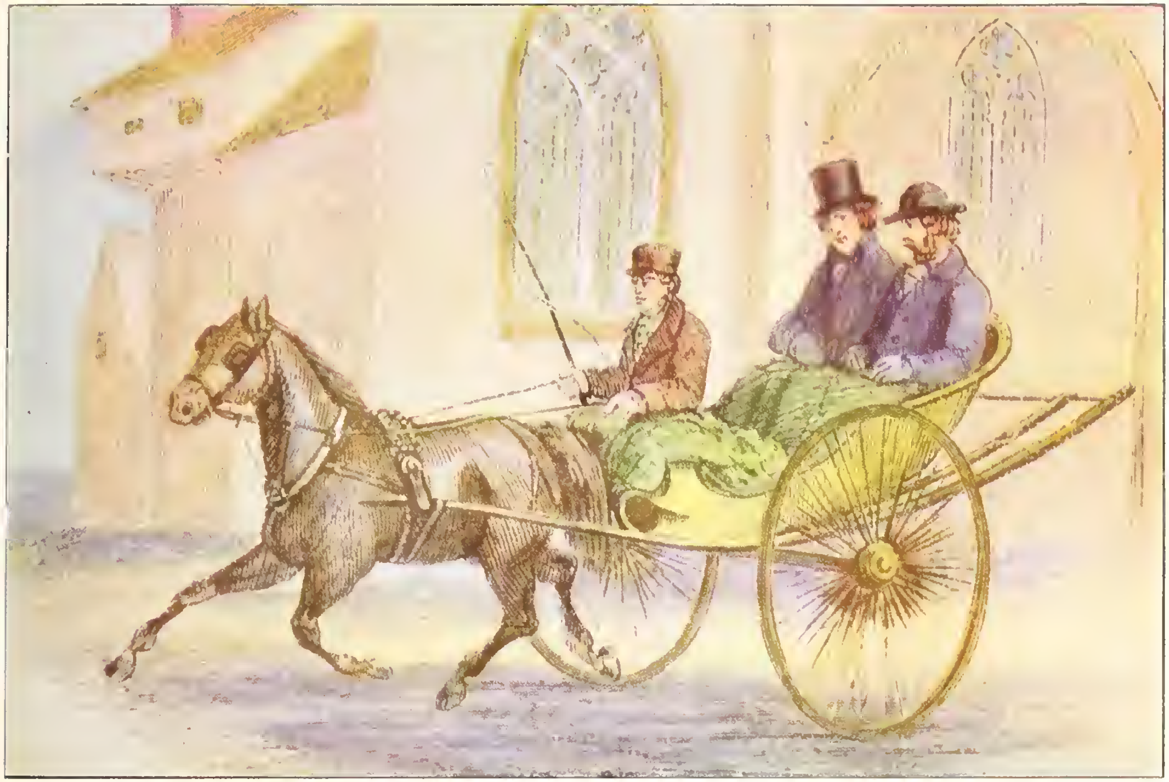
The Ale your Great Grandfather drank

HORSES AND CALECHES

There were no horses in Canada when Cartier sailed up the St. Lawrence in 1535. The first horse was brought to Nova Scotia by the Jesuits in 1611. The second was landed at Quebec in 1647, being the gift of the inhabitants to the Governor, de Montmagny.

Under the administration of the famous Intendant Talon, twelve horses arrived in 1665. These caused much astonishment to the Indians, who called them "French moose." From that time forward there is found frequent notice of shipments. For a long time oxen were employed in the fields for ploughing and for farm work. The horses multiplied, and the census of 1706 gives the number in the colony as 1872. Three years later the Intendant Raudot passed an ordinance forbidding any farmer to own more than two horses and a colt. In course of time this ordinance was discarded and a large number of horses was found before long throughout the country.

For travelling the Canadians of the French Régime used the calèches; they seem to have been introduced during the last quarter of the 17th century. They were expensive, however, and the poorer class travelled on horseback or used a rough country cart on two wheels.



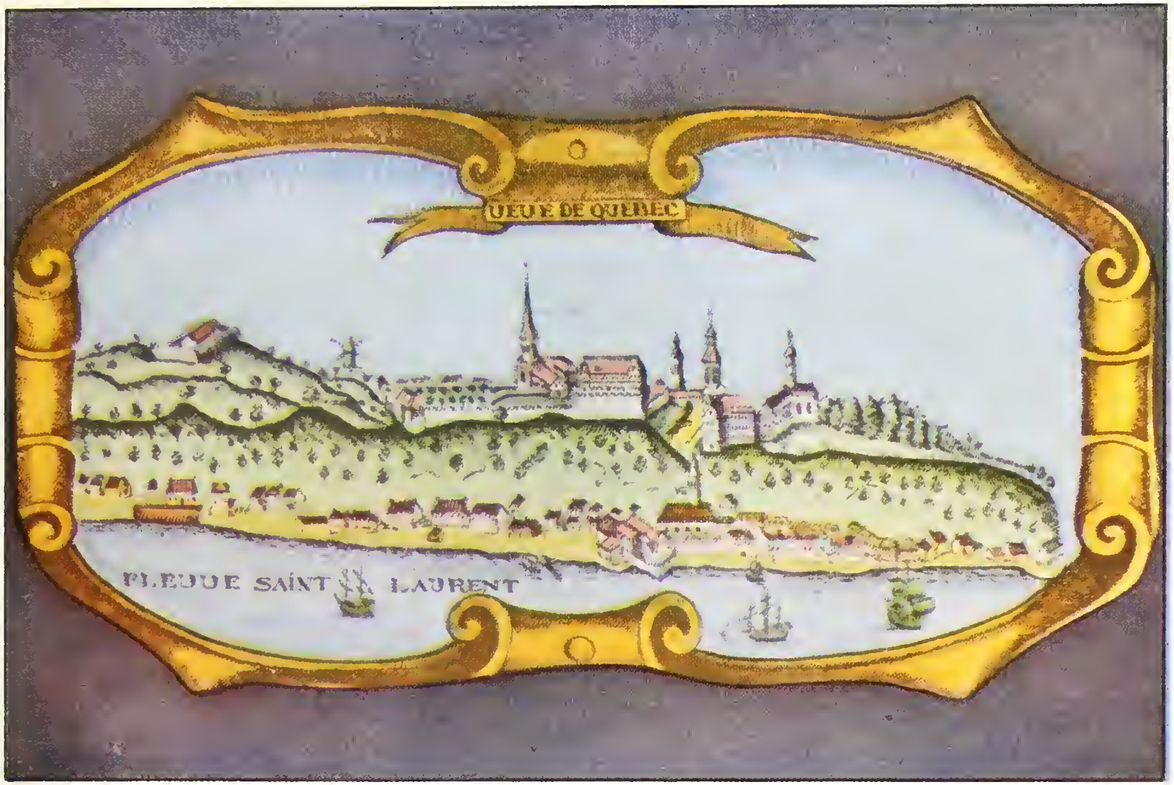
The Ale your Great Grandfather drank

SHIPBUILDING AT QUEBEC

Being settled on the banks of the St. Lawrence, with immense forests at its back offering a fine choice of timber, New France engaged in shipbuilding as an industry early in its career. In the year 1667, when the country's population did not exceed 4,000 souls, the Intendant Talon had completed the construction of a sea-going vessel. In the years which followed other ships were built of 500 tons and over. These were mainly employed for trading with the West Indies, and rum and sugar were brought into the country in exchange for the timber and boards sent from Canada.

In the year 1709, the date of our picture, Quebec was the great shipping port of the colony. In the 18th century, a Royal Navy Yard was established at Quebec on the St. Charles River in 1731. The first warship built required 37,000 cubic feet of oak and 3,000 cubic feet of pine. The timber for the ships was mostly drawn from the district of Lake Champlain.

In those days, a voyage from France to Canada occupied six weeks and the return voyage four to eight weeks. In stormy weather the crossing would sometimes last as long as three months or even more.



The Ale your Great Grandfather drank

TEMISCOUATA PORTAGE

The Temiscouata overland route from the Bay of Fundy to the St. Lawrence through the St. John River, the Madawaska and Lake Temiscouata, was first used by the Indians, and Champlain mentions it as early as 1604. The first white men to follow were three missionaries who came from Acadia to Quebec in 1624, taking a month for their journey. From that time, the route was used to pass from one colony to another. The Intendant de Meules used it, and Mgr. de St. Valier in 1686.

It was the only route open in winter time for communications between the Governor and Intendant of Canada with France. So it acquired great importance, for the correspondence by way of the St. Lawrence was interrupted from November to April. A rough road was opened about 1745, between Riviere-du-Loup and Lake Temiscouata. From there, one had to go by canoe with several portages on the way. In 1748, the Intendant Bigot ordered the road to be put in good order, and it was completed in 1751. Sleighs were used in winter and carts in summer. Three small stores were established along the route for the accommodation of the official despatch bearers. They could cover the distance in eight days between St. John and Quebec.

The Ale your Great-Grandfather drank

CANALS

In a country where navigation is often impeded by rapids and falls, canals are a necessity. As early as 1691, a missionary suggested the building of a canal from Montreal to Lachine to avoid the rapids. In 1700, the Seminary of Saint-Sulpice contracted for the construction of such a canal of about 600 feet long, 9 feet deep and 12 feet wide. Two-thirds of the work only was completed, when it was abandoned as being too expensive for private enterprise.

Seventy-five years later the idea was taken up again. In 1779, Governor Haldimand decided to construct a canal at Côteau du Lac. It was 400 feet long and built by the Royal Engineers. It possessed three locks, having a width of six feet at the gates. In 1782-3, a second canal was completed at Cascades and a third one at a quarter of a mile higher up. The Lachine canal was begun much later in 1821 and completed in 1825. In 1826, the Rideau canal was commenced, under Colonel By, who was the founder of Bytown, now Ottawa. The Rideau canal had locks 134 feet long, 32 feet wide. Such were the first canals built in Canada, which has now a canal system enabling lake steamers to proceed directly from Port Arthur to Montreal.

The Ale your Great Grandfather drunk

THE SCHOONERS

THE SCHOONER made its appearance on the St. Lawrence, under the French Régime, about 1670, when Talon launched his shipbuilding programme. It was specially used in carrying goods and furs between Montreal and Quebec, and to ship provisions and lumber to Ile Royale, and the French West Indies from which they brought back sugar and rum.

Soon before 1800, with the great expansion in trade resulting from the settlements in Upper Canada, the schooners increased in number on the lakes and on the St. Lawrence. They were the great grain carriers, holding undisputed sway over the Canadian waters. Even the steamboat, first appearing in 1809, was unable to drive them out.

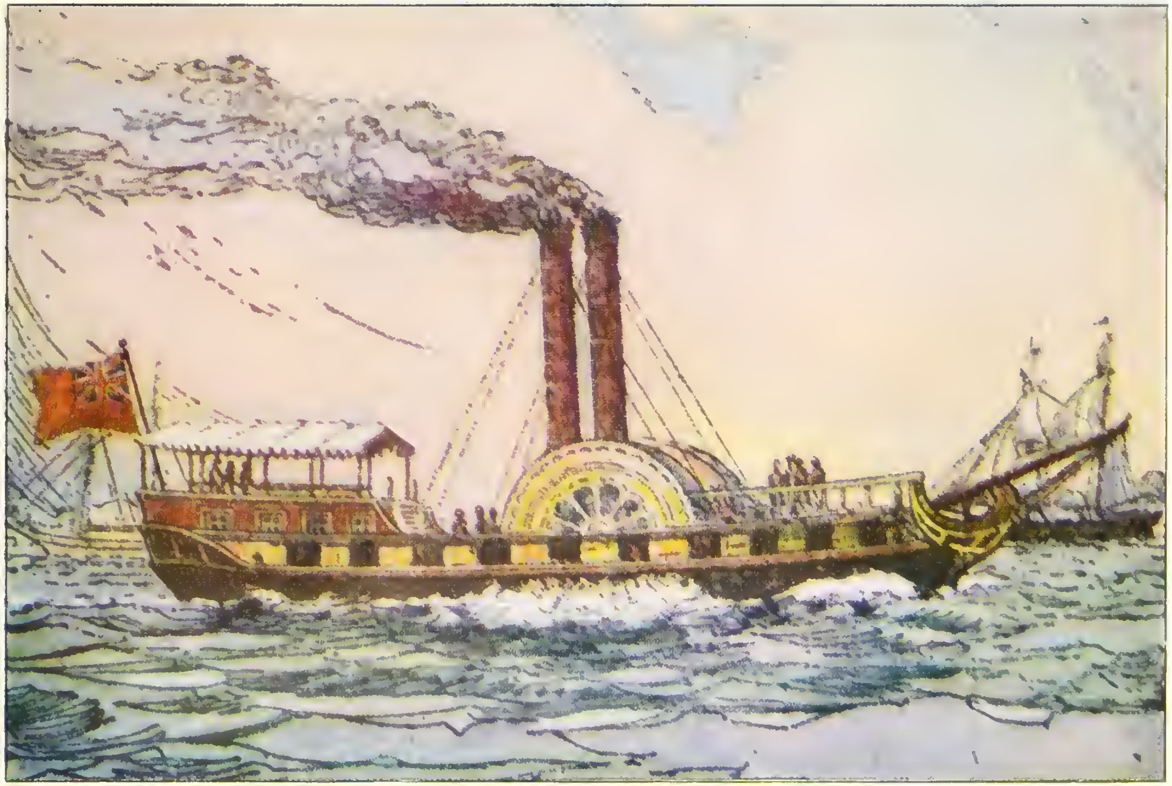
It took the steamer nearly one hundred years to entirely displace the sailing ship. As late as 1854, outside inland vessels, Montreal was visited by only 6 ocean steamers as against 174 sailing ships. Freight by sailing ship was of course cheaper than by steamer. It cost seventy-five cents to send a barrel of flour to Liverpool by a schooner and one dollar by a steamer in 1862. In 1873 we find 91 ocean steamers listed at Montreal and 182 sailing ships. But in 1890 only 122 sailing vessels tied up, as against 624 steamships. In 1907, but 18 ocean schooners visited Montreal, while 724 ocean steamships entered the port.

The Ale your Great Grandfather drank

THE "ACCOMMODATION"

IT WAS in 1809 that the first steamboat made its appearance on the St. Lawrence. It was the "Accommodation," built in Montreal during the winter by John Molson, the well-known Canadian brewer. She measured 72 feet in length of keel and 85 feet over all, with 16 feet width of beam. She had a capacity of forty tons and carried an engine of 6 horse-power, and was equipped with two paddle wheels. She was launched at the back of the old Molson brewery in Montreal.

She left Montreal at two-thirty p.m. on Wednesday, November the 1st, and reached Quebec on Saturday, the 4th, at eight-thirty a.m. The trip occupied 66 hours, of which 30 were spent at anchor, the actual trip taking 36 hours. As the river was neither lighted nor buoyed, it was necessary to anchor at night and to proceed only by daylight. She travelled at an average speed of not quite 5 miles an hour. She had covered the distance between Montreal and Three Rivers in 24 hours. But against stream, the return trip was made in a little more than a week. The accommodation was rather simple. There was in the cabin a double row of sleeping berths for 20 passengers. On her first trip, she carried only 10 passengers. The fare was $8 down and $9 up, meals and berth included. Twelve years later there were seven steamboats plying between Montreal and Quebec.



The Ale your Great Grandfather drank

BATEAUX AND DURHAM BOATS

During the French Régime, all sea-going ships stopped at Quebec. All transportation between that point and Montreal was carried on by "barques." From Montreal to the Western posts, there were in use, besides the canoe, small bateaux that could carry a heavier load or a greater number of men, and yet light enough to be dragged alongside the shore. The troops in campaign were always provided with numerous bateaux.

After 1809, barques and bateaux were soon superseded by steamboats between Quebec and Montreal, as well as on Lake Ontario between Kingston and Toronto. But between Montreal and Kingston, till the opening of canals, the bateaux remained in use on account of the rapids. The bateaux were built for shallow water, being flat-bottomed, and narrowed at bow and stern. As a rule, they measured forty feet by six and carried a crew of five men, four to row and one to steer, and were provided with oars, sails and long iron shod poles for guiding through the rapids. They could carry from three to five tons of goods. From Lachine to Kingston, it took between seven and twelve days.

After 1809, the Durham boat was also employed. It differed from the bateau in having a slip keel and nearly twice its length, being sometimes ninety feet long.

These bateaux and Durham boats remained in use till the construction of the canals, when larger craft could be put into operation.

The Ale your Great Grandfather drank

FERRY BOATS

WITH THE growth of the population and increase of traffic, it became necessary, at river points, to adopt a better means of crossing than canoes or row boats. Ferry boats were created to meet this requirement. The first ferry boat in Canada seems to have been used in 1828 for crossing the St. Lawrence between Quebec and Levis. These ferry boats were first called horse boats, because they were put in motion by horses. The horse boat was flat with two large paddle wheels. In the centre was a shaft, which was connected with the wheels and which was kept in motion by four or six horses walking in a circle. Progress was naturally slow, and for a quick passage across the water, rowboats or canoes were still in use. There was little accommodation for passengers on these horse boats. There was usually one shelter capable of holding ten persons, the others had to remain in the open, exposed to rain, snow or sunshine.

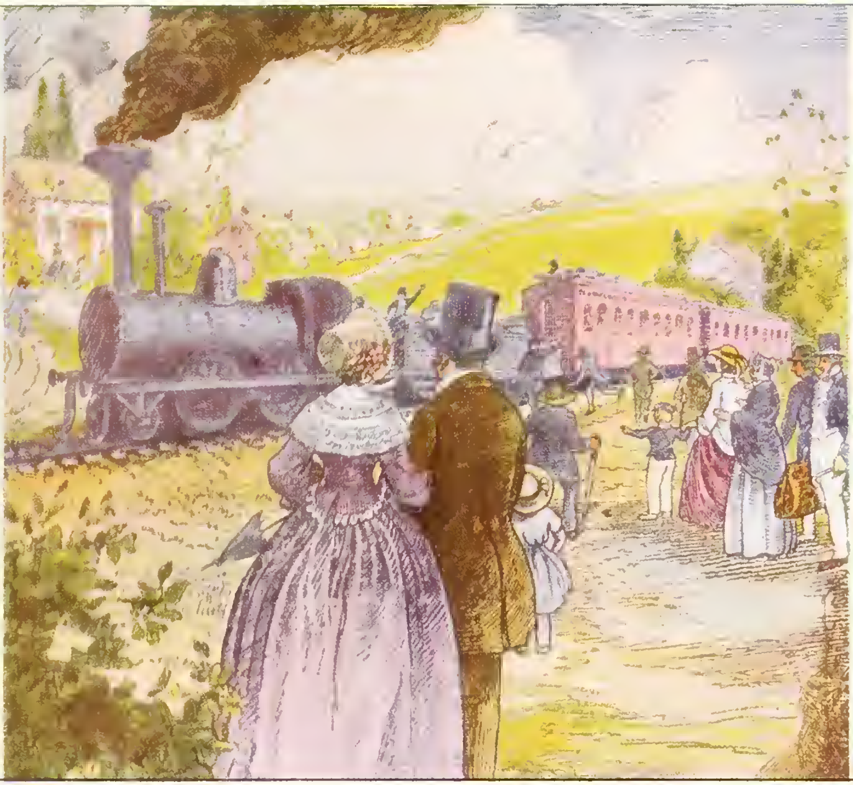
These horse boats were in use between Quebec and Levis, and Montreal and Longueuil, until 1850, when they were replaced by steam ferries. It was a great improvement both in speed and accommodation. The latest steam ferries can be run fore or stern, and some are so large as to be able to carry over twenty-five automobiles and over a hundred passengers.

The Ale your Great Grandfather drank

OUR FIRST CANADIAN RAILWAY

Very soon after George Stephenson had established, in 1825, the first railway in England, an attempt was made to build a railway in Canada. As early as 1827, it was proposed to start a line between St. Andrews, N.B. and Quebec. But the first railway was built in 1836, by the Champlain and St. Lawrence Railroad Company, which had been formed in 1832. Amongst the first directors were John Molson, Sr., Peter McGill and Joseph Masson. The road ran from Laprairie to St. Johns, a distance of about fifteen miles, the object being to shorten up the route between Montreal and New York by connecting up the Molson Line of steamers on the St. Lawrence between Quebec and Montreal with a line of steamers operating on Lake Champlain. The travellers would then go to the Hudson, thence to New York. The line and material cost about $170,000.

The rails were made of wood with flat bars of iron spiked on them. The first locomotive was sent from England with an engineer. The opening of the line took place at Laprairie on Thursday the 21st of July, 1836, in the presence of the Governor, Lord Gosford. The first train consisting of two cars, affording benches with no shelter, was drawn by the engine and the other cars followed, being drawn by horses. The locomotive with its two cars left at about twelve-thirty p.m. and covered the distance of 14½ miles in fifty-nine minutes. This was declared a great success: such speed, fourteen miles an hour!



The Ale your Great Grandfather drank

THE "PUFFER"

From 1809 steamboats were running on the St. Lawrence between Quebec and Montreal. In 1816, the first steamboat on Lake Ontario, the "Frontenac," made her appearance. She was then the largest steamer in Canada. Her length over all was 170 feet, and her tonnage 700. She cost over $97,000, a huge sum for the time. Soon after, other steamboats were built, and in 1820, six or seven were doing service on the lake. The fare from Prescott to Toronto was $12.

Still, between Montreal and Prescott, there was no steamboat on account of the numerous rapids. There were only bateaux and Durham boats. But after 1839, the year Captain John Ericsson, a Swede, and Captain Francis Pettit Smith invented the screw propeller, new boats appeared on the scene: small, narrow, high-pressure boats, commonly called "puffers," remarkable for their volume of smoke and the noise of their steam-whistles. Their size enabled them to get everywhere. In the beginning, the passengers were accommodated in the barges towed by the steamer, but later on the "puffers" were enlarged to receive passengers. Soon they made the bold experiment of shooting the rapids. It is said the "Gildersleeve," under Captain Hamilton, with the pilot Rankin, was the first steamer to shoot the Long Sault rapids in 1847. The picture gives an idea of the risk encountered at the time, with such small steamers, following such a route.

The Ale your Great Grandfather drank

RAILWAY BRIDGES

Railway communications with Montreal were, at the beginning, greatly impeded by the width of the river in front of the city, which seemed to preclude the possibility of any bridge. When the first railway was built running from Laprairie to St. Johns, passengers had to proceed to Laprairie by steamer to take the train. Later on, when the Grand Trunk Railway operated between Quebec, Montreal and Toronto, via the South Shore, it was necessary to transfer both passengers and goods by steamboat and barges or sleighs in winter, to and from each terminus on the shores of the St. Lawrence. Twice a year there was an entire stoppage of traffic from one to three weeks. Then the possibility of a railway bridge across the river was suggested. English engineers reported favourably on the project, and in 1854 the Victoria tubular bridge was begun. It was opened in 1859.

To obviate the lack of bridge at Longueuil a bold engineer, G. Lebel, attempted to run a railway across the ice in order to connect two railways, one on the north and the other on the south shore. This daring experiment worked well as long as the ice bridge was frozen hard and deep, but one day the ice gave way and the engine crashed into the waters. The Grand Trunk Railway retained its monopoly with the Victoria Bridge till 1886, when the C.P.R. built a steel cantilever bridge at Lachine, opening new communications between Montreal and the south shore.

The Ale your Great Grandfather drank

THE SNOW PLOUGH

In Canada, snow was for many years the great foe of railways. During four months of the year, a snow-storm was a daily possibility and meant the stopping of railway communication. In the early days of railroads, there were no resources for fighting the white invader. But towards the middle of the last century, the snow-plough was invented. At first it was a simple contrivance, built on the wedge principle, like an ordinary plough, with a sharp prow. It was coupled to the locomotive which supplied the driving power, but even with a second locomotive, this kind of plough could not always cut through snow banks, and sometimes shovellers had to be called in to liberate the train and its passengers from the snow banks.

Now there is in use a much more powerful type of machine: the rotary plough. It comprises pairs of rotary blades driven by an engine on a truck. In this the snow is sliced off by the blades and fed into a revolving wheel and through centrifugal force thrown aside. With this machine, trains are enabled to cut their way through drifts and snow banks. Consequently, suspension of traffic occasioned by snow is now extremely rare, though it is still possible for a train to be caught on its way and delayed by a furious snowstorm.

The Ale your Great Grandfather drank

SPRING FLOOD IN MONTREAL HARBOUR

In spite of its fine harbour and the number of craft visiting it, Montreal, founded in 1642, remained without wharves for nearly two hundred years. A visitor to Montreal in 1819 writes that there being no wharf he landed "on a sloping rough beach." It was only about 1824 that a small wharf, 200 feet long and providing a depth of nine feet, was erected. It was situated opposite the present Harbour Commissioners' Office. A second small wharf was later put up next to it and called Berthelot Wharf.

The first Harbour Commissioners, who were called the Corporation of the Trinity Board of Montreal, were appointed in 1830, and given an appropriation of $4,000 for the first three years. They were Messrs. Jules Quesnel, George Moffatt and Robert Piper, who at once began the construction of extensive wharves.

From these humble beginnings the harbour facilities of Montreal grew rapidly. Wharves were built, a stone revetment wall was constructed, several piers were erected, and railway tracks were laid on the quays. New sheds and warehouses were frequently added. In 1872 over 72 vessels, steamers or sailing ships, could be accommodated along the wharves and piers, many of them drawing twenty feet of water.

But with all its improvements, Montreal harbour then could still be flooded in the spring, as shown by the picture opposite. It also shows what immense progress has been made since that time in Canada's greatest port.

The Ale your Great Grandfather drank

THREE RIVERS

THREE RIVERS, the second oldest town in the country, was founded in 1634. Under the French Régime, it was, until displaced by Montreal, the great fur trading centre of the colony. It boasted of a governor and a small garrison. It was the place where canoe-making was mostly carried on and the St. Maurice Forges close at hand made it the industrial centre of the country. The population numbered 800 persons in 1760.

In the following years, Three Rivers slowly developed as a commercial and industrial post. In 1820, the town had 2,000 inhabitants and 355 houses. At the St. Maurice Forges, there were about 125 persons at work, manufacturing stoves, which were shipped from Three Rivers all over the country. In 1851, the population had increased to 4,936 and in 1881 to 9,296. In that year, 1881, there were 14 book-keepers, 12 agents, 1 architect, 26 bakers, 3 bankers, 13 barbers, 37 blacksmiths, 3 bookbinders, 2 booksellers, 71 shoemakers, 15 bricklayers, 27 butchers and 13 furniture makers. One must not be surprised at the number of blacksmiths, as they were also wheelwrights in those days.

Since that time Three Rivers has increased by leaps and bounds and is fast becoming the third largest industrial centre in Quebec.

The Ale your Great Grandfather drank

MONTREAL STREETS

At the close of the French Régime, in 1760, Montreal had a population of 4,000 souls. The city extended from Bonsecours Street to Victoria Square, and from St. Paul to Craig Street. It exhibited wooden sidewalks three feet wide, and each citizen was responsible for the cleanliness of the portion in front of his house. The town was surrounded by a wall, and defended by a redoubt built at the east end of the Champ de Mars.

With the expansion of trade, Montreal soon increased to larger proportions and suburbs grew up outside the walls. In 1819 Montreal had about one hundred streets and the number of houses was about 2,500. The streets were almost all narrow, a few of them being paved with stones. Some of the streets were lighted at night, and there was a watch patrol. The Champ de Mars, in the rear of the Court House, with its banks of grass and poplar trees around its edges, was the *rendezvous* of the *elite* "partial to a lounge in company with fashion."

In 1861 Montreal had a population of about 90,000 inhabitants. In that year a street railway was established, with six miles of track and eight cars drawn by horses. In winter the service was kept up by sleighs, and in the early spring and late fall omnibuses were sometimes used.

— Molson's Ale

The Ale your Great Grandfather drank

MONTREAL HARBOUR IN 1880

With the growth of the population and the deepening of the St. Lawrence channel begun in 1850, Canada's maritime trade increased rapidly after Confederation. Montreal was already the greatest ocean port of the country. In 1877, only 247 steamships and 266 sailing ships, a total of 513 vessels, anchored in the harbour, while in 1880, three years later, 354 steamships and 356 sailing ships, a total of 710 vessels, visited Montreal. The tonnage had increased from 376,000 to 628,000. These figures show that the sailing ships were rapidly losing ground before the steamers for, in 1871, there were 522 sailing vessels against 142 steamships.

The inland vessels coming to Montreal during the year 1880 numbered 6,489, with a tonnage of 1,044,651. Consequently, Montreal was visited that year by a total number of 7,199 inland and sea-going vessels. The same year saw the introduction of the electric lighting of the wharves, which began on June 11th, 1880, with 16 lamps. It was the first experiment of lighting an extensive line of wharves by electricity.

The plate opposite shows the towers of Notre Dame, the great landmarks of the city and the building of the Harbour Commissioners, and, in the harbour side by side, the two contending rivals, the steamers and the sailing ships.

The Ale your Great Grandfather drank

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MOLSON'S
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